

Weekly Aviation Headline News

WORLD NEWS

Ryanair to lay off additional 250 admin staff due to Covid-19

Ryanair confirmed it has reduced its office headcount in Dublin, Stansted, Madrid and Wroclaw (Poland) by over 250 through a combination of probation/fixed term contract ends, resignations and redundancies, as these employees will not be required to return to work on 1 June, when the Ryanair offices reopen, due to the substantial decline in traffic the Ryanair Group Airlines is facing in 2020.

Cathay Pacific Group counts the cost in April figures

The Cathay Pacific Group released combined Cathay Pacific and Cathay Dragon traffic figures for April 2020 that reflected the airlines' substantial 97% capacity reductions. The two airlines carried a total of 13,729 passengers last month, a decrease of 99.6% compared to April 2019. The month's revenue passenger kilometres (RPKs) fell 99.3% year-on-year. The Group expects that the average daily passenger numbers will remain at around 500 in May.

Azul to defer 59 Embraer E2 deliveries to 2024

Brazilian carrier Azul announced it reached an agreement with Embraer to defer 59 E2s deliveries, expected to take place between 2020 and 2023, to 2024 and beyond. The agreement reached with Embraer to defer aircraft deliveries to 2024 is one important component of the comprehensive plan that allows the airline to create the liquidity runway for this crisis. The airline hopes this will ensure the liquidity and the resources required to optimise the airline for the future.



Montserrat Barriga, ERA Director General.

Photo: ERA

ERA welcomes three new member airlines

In the spirit of collaboration during crisis

The European Regional Airline Association (ERA) has announced three new airlines – Air Serbia, German Airways and SprintAir. ERA is currently lobbying for exceptional measures during these unprecedented times due to the devastation caused by Covid-19.

The three new members have joined the association in recent weeks, appreciating the power of one collective voice and the strength of unity at this difficult time.

Montserrat Barriga, ERA Director

General, says: "This is the time where the extremely collaborative spirit that characterises our industry needs to shine through the association's work for as many airlines as possible to survive this

"...the industry must join forces here and now to safeguard the future of aviation in Europe."

Montserrat Barriga, ERA Director General

crisis. I am happy to welcome three more airlines into ERA membership, further strengthening the message that the industry must join forces here and now to safeguard the future of aviation in Europe. Our

strong association of more than 200 members, including 64 airlines, continues to work together during these unprecedented times, with the knowledge that aviation will be instrumental in rebuilding the new European economy once we move to recovery and start to reunite our continent."

Air Serbia – "Air Serbia is very pleased to become a member of ERA. Our company is a national airline of the Republic of Serbia and brings a 92-year tradition of flying. From our hub in Belgrade, we fly to Europe, the

Continued on page 3





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Mediterranean, the Middle East, North America, as well as in Africa. We also offer long-haul and international destinations in Asia, Australia, North America and Africa, through our codeshare partners and our equity partner, Etihad Airways which holds a 49 per cent share. We currently operate a fleet of one wide-bodied, 14 narrow-bodied and 6 turboprop aircraft."

SprintAir – "SprintAir is honoured to join such a distinguished association and become part of ERA family. In such difficult times all

the stakeholders, including air cargo carriers, should join their forces to help the industry in facing the challenges and recovering. We will be delighted to share our knowledge and support ERA members, trusting our joint efforts will let us leave the current crisis even stronger."

German Airways – "We are very pleased that our membership in ERA has now also given us a home in terms of association politics. Especially in difficult times like the current ones, it is important to cooperate with other companies that have similar economic interests."

AIRCRAFT & ENGINE NEWS

Embraer delivers five commercial and nine executive jets in first quarter of 2020

Embraer delivered a total of 14 jets in the first quarter of 2020, of which five were commercial aircraft and nine were executive jets (five light and four large). As of March 31, the firm order backlog totaled US\$ 15.9 billion. Historically, Embraer, seasonally, has fewer deliveries during the first quarter of the year, and in 2020 in particular, the commercial aircraft deliveries in the first quarter were also negatively impacted by the conclusion of the separation of Embraer's Commercial Aviation unit in January. During the first quarter, Embraer Executive Jets announced that the new Phenom 300E was granted its Type Certificate by ANAC (National Civil Aviation Agency of Brazil), EASA (European Union Aviation Safety Agency) and the FAA (Federal Aviation Administration). The new Phenom 300E is the recently enhanced version of the Phenom 300 series, which was the most delivered business jet series in the 2010s.

Orders and deliveries – Boeing and Airbus

Airbus v Boeing: Orders and Deliveries

April 2020 YTD

Airbus			Boeing		
Type	Orders	Deliveries	Type	Orders	Deliveries
A220	42	8	737	-521	6
A320 Family	257	108	747	-4	0
A330	-4	5	767	2	10
A350	4	15	777	-15	7
A380	0	0	787	22	33
Total	299	136	Total	-516	56

Source: Airbus

Source: Boeing

Airbus logged net orders in April for nine commercial aircraft from its A320 product line from Avolon. During the same period, Airbus delivered 14 jetliners from the A320, A330 and A350 XWB aircraft families.

In April, Boeing's commercial website generated no order figures but deliveries stood at six aircraft including 787s to United and American Airlines.

Southwest Airlines and BOC Aviation sign purchase-and-leaseback agreement for ten Boeing 737 MAX 8 aircraft

BOC Aviation has signed a purchase-and-leaseback agreement with Southwest Airlines for ten Boeing 737 MAX 8 aircraft. All ten aircraft are powered by CFM LEAP-1B engines. Robert Martin, Managing Director and Chief Executive Officer, BOC Aviation, said: "We are delighted to be working with Southwest Airlines once again, building on a long-term relationship that dates back to 2008. This is the sixth major aircraft investment that we have announced this year, which reflects our company's ability to provide innovative financing solutions for large-volume transactions and our commitment as a global partner to our airline customers."



Southwest Airlines

Photo: AirTeamImages

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AIRCRAFT & ENGINE NEWS



Photo: Gulfstream G700

Second and third all-new Gulfstream G700™ test aircraft have taken flight

Gulfstream Aerospace has reported that the second and third all-new Gulfstream G700™ test aircraft have taken flight, further advancing toward certification and customer deliveries of the industry's new flagship. The second G700 flight-test aircraft had its first voyage on March 20, departing Savannah/Hilton Head International Airport (SAV) and flying for 2 hours and 58 minutes. The aircraft reached an altitude of 45,000 feet/13,716 meters and a speed of Mach 0.85. Also departing from SAV, the third flight-test aircraft flew for the first time on May 8, soaring over Savannah for 3 hours and 2 minutes. It also reached an altitude of 45,000 ft/13,716 m and a speed of Mach 0.85. The G700 is powered by Rolls-Royce Pearl 700 engines and can fly at its high-speed cruise of Mach 0.90 for 6,400 nautical miles/11,853 kilometres or at its long-range cruise of Mach 0.85 for 7,500 nm/13,890 km.

Gulfstream G600 earns type certificate approval from EASA

The Gulfstream G600™ has earned type certificate approval from the European Union Aviation Safety Agency (EASA), enabling aircraft registrations and deliveries to begin for EU customers. At its high-speed cruise of Mach 0.90, the G600 can carry passengers 5,500 nautical miles/10,186 kilometers nonstop — enough range to travel from London to Los Angeles or from Paris to Hong Kong. At its long-range cruise speed of Mach 0.85, it can fly 6,500 nm/12,038 km. Its maximum operating speed is Mach 0.925. The aircraft, which entered service Aug. 8, 2019, has already earned 23 city-pair speed records. Among those records was a flight of 4,057 nm/7,514 km from Savannah to Geneva that took just 7 hours and 21 minutes at Mach 0.90.



Photo: Gulfstream G600 receives EASA approval

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AE 3007



PW150A



PT6A



GTCP36



APS2300



Engine component



Delta decides to shelve 777 fleet in bid to reduce costs

Delta Air Lines (Delta) has announced that it is retiring its fleet of 18 wide-body 777 jets as part of a necessary strategy to simplify and modernize its fleet of aircraft through the operation of more streamlined and cost-efficient aircraft. As an example, the long-haul next-generation Airbus A350-900 burns 21% less fuel per seat than the 777 it is replacing. It was in December 2017 that the North American carrier announced an order for 100 Airbus A321neo jets with an option for a further 100, followed up with multiple orders for the new A220-200 and A220 -300 variants. "We're making strategic, cost-effective changes to our fleet to respond to the impact of the COVID-19 pandemic while also ensuring Delta is well-positioned for the recovery on the backside of the crisis," said Gil West, Delta's Chief Operating Officer. "The 777 has been a reliable part of Delta's success since it joined the fleet in 1999 and because of its unique operating characteristics, opened new non-stop, ultra-long-haul markets that only it could fly at that time." Delta has been ultra-responsive to the challenges faced by a virtual 95% global drop in demand for air travel, having already parked up to 650 mainline and regional aircraft. It has



Photo: Delta Air Lines

already brought forward the retirement of its McDonnell Douglas MD-88 and MD-90 fleets. Currently the Delta fleet comprised 58% Boeing jets, 34% Airbus jets and 8% McDonnell Douglas planes. The Boeing 777 first entered into service with Delta in 1999.

MRO & PRODUCTION NEWS

The Av8 Group announces new facility expansion

The Av8 Group has completed its 10,000 ft² expansion at their Houston location. This will provide additional space for the company's specialized service of landing gear and other component overhauls. The original facility occupied 20,000 ft² of space, and now with the added square feet will have a combined total of 30,000 ft², to service the growing requests for landing gear and component overhauls. The construction started last fall and final touches were completed in March 2020 with the capacity to accept additional projects. This additional space will allow us to expand our capabilities even further, which we are excited about and we will be announcing further details to the industry in the near future," said Yoel Arnoni, CEO, The Av8 Group. The Av8 Group specializes in landing gear overhaul as well as hydraulic, mechanical and electrical components and more.

Ryanair does U-turn and opts for all-Boeing fleet

Having had talks with Airbus in March 2019 about a potential order for 100 A321s and thus create a dual Airbus-Boeing fleet of aircraft, Ryanair, the Irish low-cost carrier, has announced its intention to cancel any existing deliveries of Airbus aircraft, all of which would have been



Photo: Ryanair

from leasing companies. As part of the U-turn, Ryanair CEO told Reuters news agency that 30 jets destined for its Lauda subsidiary would be replaced with Boeing 737 jets, of which Ryanair currently has 450. Currently O'Leary sees holding any talks with Airbus as a waste of time, saying that: "We would not initiate talks with Airbus until such time as Airbus wants to initiate talks with us," adding that: "Until they need an order from the Ryanair Group, frankly we are wasting our time talking to Airbus." Until the Covid-19 pandemic decimated worldwide air travel, Ryanair had anticipated expanding the Lauda fleet from 23 to 38 Airbus jets by the summer of this year, but instead it is now in talks with unions at Lauda concerning a new labor agreement and also pay cuts. As the Austrian union is currently refusing to engage in negotiations with Ryanair, O'Leary has made it very clear that if nothing changes, he will simply close down the home base of Lauda in Austria. He also made it clear that talks with Boeing regarding a new order and possible compensation for losses incurred through the grounding of the 737 would be unlikely to conclude before a previously given deadline of May 18-19 and that such negotiations would be unlikely to conclude until the grounding of the 737 was lifted, which is currently expected to be in August or September this year.

FINANCIAL NEWS

Willis Lease Finance reports first-quarter pre-tax profit of US\$8.5 million

Willis Lease Finance has reported first-quarter pre-tax profit and total revenues of US\$8.5 million and US\$81.6 million, respectively. The company's first-quarter 2020 pre-tax results were impacted by both lower revenue in the core leasing business, which was influenced by a reduction in reported asset usage and reduced spare parts sales, and the one-time expense associated with its Willis Engine Structured Trust II re-financing. Aggregate lease rent and maintenance reserve revenues were US\$66.9 million for the first quarter of 2020. "The Company experienced another quarter of profitability but on lighter revenues primarily driven by the decline in global flight traffic, which led to lower maintenance revenues and spare parts' sales," said Charles F. Willis, Chairman and CEO. "We recognize that the COVID-19 pandemic is putting a lot of strain on our lessee customer base and we do not see that correcting quickly. We therefore remain highly focused on protecting our business while continuing to deliver for our customers."

Emirates posts 32nd consecutive year of profit

The Emirates Group has posted a US\$456 million profit for the full year 2019/2020, that ended on March 31, 2020, down 28% from the previous year. Emirates recorded a 5% revenue fall to US\$28.3 billion with a 15% cash balance increase to US\$7 billion. The company announced that it is not paying a dividend in order to protect its liquidity. During the year, the airline took delivery of six A380s from Airbus and retired six of its older (4 B777-300ER, 1 B777-300 and 1 B777-200F) aircraft. As part of its long-term fleet planning, in November 2019, Emirates announced an order for 50 A350-900 XWB and 30 B787-9 aircraft at list prices of US\$24.8 billion. The latest generation A350 and B787-9 aircraft will be delivered to Emirates starting from financial year 2023 and the aircraft will complement Emirates' fleet mix, support network growth, and give more flexibility to serve seasonal or opportunistic demand better. With this, Emirates now has 203 aircraft on order – 8 A380s, 50 A350s, 115 B777-Xs and 30 B787-9s, excluding options and purchase rights.

Fly Leasing reports first-quarter 2020 financial results

Fly Leasing has reported its financial results for the first quarter of 2020. FLY is reporting

Rolls-Royce launches first immersive virtual reality training



Photo: Rolls-Royce

As part of Rolls-Royce's IntelligentEngine vision, the company is further expanding the use of immersive Virtual Reality technology for customer training. The latest addition to the remote training program is an instructor-led distance learning course, providing a comprehensive overview of the construction, design and operation of the Rolls-Royce BR725 engine that powers Gulfstream's current flagship G650 business aircraft family. After completion of this comprehensive two-day training course, participants will be able to service the engine and undertake non-routine maintenance. While not intended to completely replace practical training, Rolls-Royce see the value Virtual Reality adds for customers, such as higher flexibility and the elimination of the need to ship a full-size training engine. The user finds themselves as part of two realistic scenarios – the engine installed on the aircraft in a virtual hangar and the BR725 engine alone, just like it would be in in-person training courses. The immersive environment allows users not only to watch the process steps to get familiar with the respective task, but to interact with the engine and the tools, and actually accomplish the task under the constant supervision of the instructor.

MTU Maintenance and Aerologic extend GE90-110B contract



Aerologic GE90 engine

Photo: MTU

MTU Maintenance and its long-term customer Aerologic have renewed their exclusive GE90-110B contract by a further twelve years. The contract encompasses multiple aspects of MTU Maintenance's PERFORMPlus offering, including engine trend monitoring, fleet management and on-site support as well as spare engine provision. Aerologic is a 50/50 joint venture between DHL Express and Lufthansa Cargo based at Leipzig/Halle Airport in Germany. The cargo expert boasts the most modern freighter fleet in Europe, made up of solely Boeing 777F aircraft capable of carrying full cargo loads of over 100 tons to a range of around 9,000 kilometers.

FINANCIAL NEWS

net income of US\$38.1 million for the first quarter. This compares to net income of US\$45.0 million for the same period in 2019. The first-quarter 2020 results include a US\$9.4 million unrealized fair value loss related to investments in ABS equity certificates. Adjusted Net Income was US\$43.6 million for the first quarter of 2020, compared to US\$47.2 million for the same period in the previous year. On a per share basis, Adjusted Net Income was US\$1.42 in the first quarter of 2020, compared to US\$1.44 for the first quarter of 2019. At March 31, 2020, FLY's total assets were US\$3.6 billion, including investment in flight equipment totaling \$3.0 billion. Total cash at March 31, 2020 was US\$391.7 million, of which US\$361.2 million was unrestricted. The book value per share at March 31, 2020 was US\$29.21, a 28% increase since March 31, 2019. At March 31, 2020, FLY's net debt to equity ratio was 2.1x, reduced from 3.4x as of March 31, 2019. At March 31, 2020, FLY had 84 aircraft and seven engines in its portfolio. FLY's aircraft and engines are on lease to 40 airlines in 24 countries.

Chorus Aviation reports first-quarter 2020 financial results

Chorus Aviation has reported a net loss of CA\$17.3 million for the first quarter of 2020, a period-over-period decrease of CA\$50.7 million due to the change in unrealized foreign exchange of CA\$55.1 million. Adjusted net income of CA\$25.0 million, an increase of CA\$6.0 million quarter-over-quarter due to the growth in the Regional Aircraft Leasing segment was offset by a reduction in the Regional Aviation Services segment. The company reported adjusted EBITDA of CA\$88.7 million, an increase of CA\$14.0 million over first quarter of 2019. Chorus reported increased cash and committed facilities to over CA\$265 million through securing a two-year US\$100.0 million unsecured revolving credit facility along with principal and interest payment deferrals for certain aircraft loans until September 30, 2020. The company is planning to commence operation of a Dash 8-400 Simplified Package Freighter under the Air Canada Express banner, allowing Chorus to transport loose load cargo like medical supplies, personal protective equipment and other goods needed to support the ongoing fight against COVID-19. (US\$ 1.00 = CA\$1.41 at time of publication.)

Mesa Air Group posts US\$1.9 million profit



United Express operated by Mesa Air Group

Photo: AirTeamImages

Mesa Air Group reported second-quarter fiscal 2020 financial and operating results. Mesa's second-quarter 2020 results reflect net income of US\$1.9 million, compared to net income of US\$13.2 million the previous year. Mesa's pre-tax income was US\$3.2 million, compared to \$17.3 million for the second quarter of 2019. In addition, Mesa's Adjusted EBITDA for the second quarter was US\$35.3 million, compared to US\$53.7 million the previous year and Adjusted EBITDAR was US\$47.6 million, compared to US\$67.8 million in the second quarter of 2019. The primary reason for the US\$14.1 million reduction in pre-tax income from was the anticipated increase in airframe and engine heavy maintenance of US\$10.1 million and US\$4.0 million in reduced revenue in March as a result of COVID-19.

Avianca files for bankruptcy owing to impact of COVID-19



Avianca

Photo: AirTeamImages

Columbia's Avianca Holdings SA, South America's second-largest airline, has filed for Chapter 11 bankruptcy. The carrier had a looming bond payment deadline and had been unable to secure any financial aid from the government to help it through the pandemic. In the filing lodged with the U.S. Bankruptcy Court for the Southern District of New York, Avianca estimates its liabilities lie somewhere between US\$1 billion and US\$10 billion. In a press release, CEO Anko van der Werff confirmed that: "Avianca is facing the most challenging crisis in our 100-year history." The airline has not flown a regular, scheduled flight since March, and if it fails to pull itself out of bankruptcy, it will become the first major carrier, worldwide, to fold as a result of the COVID-19 pandemic. It is one of the world's oldest airlines and was previously rescued from bankruptcy back in the early 2000s by German Efromovich, the Bolivian-born oil magnate. More recently, Avianca had laid off most of its 20,000 employees without pay and had no definite plans when it intended to restart. The South American carrier was already struggling prior to the outbreak of the pandemic, with Roberto Kriete, president of Avianca's board, saying last year in a meeting with employees that the airline was "broke." In relation to Sunday's repayment of a US\$65 million bond, most analysts felt that Avianca was unlikely to be able to pay it, while as a result of filing for bankruptcy, U.S. carrier United Airlines, which had invested heavily in Avianca, stands to lose anything up to US\$700 million in loans.

MILITARY AND DEFENCE

AAR Integrated Technologies awarded US\$5.1 million firm-fixed-price contract from US Air Force

AAR, a provider of aviation services to commercial and government operators, announced that its AAR Integrated Technologies division has been awarded a firm-fixed-price (FFP) contract from the US Air Force Life Cycle Management Center (AFLCMC) Tinker AFB, Oklahoma, to provide contractor logistical support (CLS) for a fleet of 18 AN/MSN-7 Communication Central Systems. The support requirements include program management, supply of all the AN/MSN-7 parts, support equipment components, all system materials and consumables as well as replenishment of spare parts. The effort also requires AAR to provide depot-level maintenance and system-level down to Line Replaceable Unit (LRU)-level repair as needed, procurement, and installation services on an as-required basis. The firm-fixed-price contract with AAR Integrated Technologies is for five years (base year with four one-year renewal options) for an estimated value of US\$5.1 million.

StandardAero awarded multi-year U.S. Air Force J85 engine MRO contract

The United States Air Force (USAF) has awarded StandardAero a US\$237 million multi-year contract to provide engine maintenance, repair and overhaul (MRO) services for General Electric J85 turbojet engines powering the USAF fleet of T-38 trainer aircraft. The multi-year contract will continue into 2028 and all work will be performed at StandardAero's San Antonio facility, located at Port San Antonio. At program maturity, up to 100 new jobs will be required to support the program. Under the new contract, StandardAero will provide the same high-quality service experience the USAF has received through other multi-year contracts, including support for the USAF MRO requirements for Rolls-Royce T56 engines that power C-130 aircraft as well as General Electric F110 MRO engine support which power international F-15 and F-16 aircraft. All of these programs are performed at the company's San Antonio facility, where StandardAero also serves as the exclusive engine MRO partner for Rolls-Royce RB211-535 engines that power Boeing 757 aircraft, which are commercially operated.

Amentum partners with IFS to optimize technology offerings for mission-critical customers

IFS, the global enterprise applications company, has announced a new partnership with Amentum, a premier global technical and engineering

GKN Aerospace and Boeing extend partnership on military aircraft contracts



Boeing F/A-18E/F Super Hornet

Photo: GKN Aerospace

GKN Aerospace has signed a strategic agreement with Boeing to solidify a continued working partnership until 2023. The agreement covers the production of structural components and assemblies for the F/A-18E/F Super Hornet, the F-15E Strike Eagle and the C-17 Globemaster III. GKN Aerospace has been a sole-source supplier for items such as external surfaces, internal structures, wing trailing and leading edges for these Boeing aircraft since 2001.

Boeing delivers 100th P-8A Poseidon built for U.S. Navy



The 100th P-8A Poseidon for the U.S. Navy

Photo: Boeing

The U.S. Navy has received its 100th P-8A aircraft from Boeing as the global fleet, which also includes the Indian navy and the Australian and U.K. air forces, approaches 300,000 flight hours of hunting submarines and providing aerial reconnaissance capabilities around the world. The P-8 is a proven long-range multi-mission maritime patrol aircraft capable of broad-area, maritime and coastal operations. A military

derivative of the Boeing 737 Next-Generation airplane, the P-8 combines superior performance and reliability with an advanced mission system that ensures maximum interoperability in the battle space. This is the 94th mission-capable airplane to enter the U.S. Navy fleet, with six additional jets used as Engineering Manufacturing Development test aircraft. The 100th fully operational delivery is scheduled for later this year. Boeing has also delivered 12 jets to the Royal Australian Air Force, two to the U.K.'s Royal Air Force and eight P-8Is to the Indian Navy. Multiple U.S. Navy squadrons have deployed with the P-8A Poseidon, and the Indian Navy and Royal Australian Air Force are conducting missions with the P-8 as well.

MILITARY AND DEFENCE

services firm. Amentum will integrate IFS Applications™ into its solutions for its clients in the government and aerospace and defense sectors, including the U.S. Department of Defense, U.S. Air Force, U.S. Army, U.S. Navy, U.S. Department of State, U.S. Department of Energy, U.S. Department of Treasury, National Aeronautics and Space Administration, the Federal Aviation Administration, and its many commercial clients. Amentum supports critical programs of national significance in areas including nuclear and environment; mission support and sustainment; threat mitigation; mission assurance; and strategic capabilities engineering in critical infrastructures, both in the US and abroad. IFS capabilities will be integrated within the Amentum SupplyTRACSM offering and will provide Amentum customers with leading-edge functionality for supply chain optimization, asset management, predictive maintenance, and procurement. Amentum SupplyTRACSM is currently being leveraged as a comprehensive, integrated platform with numerous opportunities with the U.S. Government. Amentum, based in Maryland and with a 20,000-strong workforce, was recently formed as an independent company following AECOM's sale of its Management Services business to a private equity partnership. Amentum has been using IFS Applications internally since 2018 for supply chain management.

OTHER NEWS

Air travel will gradually start to recover as travel restrictions are lifted. To make flying as safe as possible, **Finnair** is preparing to gradually grow passenger numbers with several new measures. "Now that air travel gradually begins to recover and passenger numbers start to grow, we want everyone to be able to fly with confidence", says Piia Karhu, SVP, Customer Experience at Finnair. "With these additional measures, we are supporting the health of our customers and employees at the airport and onboard." Earlier this spring, Finnair began implementing several changes to protect the health of customers and employees. The service process and in-flight service have been amended, customers are seated as far away from each other as possible, there are plastic shields at service points, and aircraft cleaning has been further intensified. Customer service personnel follow a no-touch policy with customers' travel documents and baggage. The most visible change to customers now is the requirement to wear a mask for the entire duration of the flight. This measure is in effect from May 18 to at least the end of August. "Customers will board the flight with their own mask and wear it throughout the flight," Piia Karhu confirmed. "Also, Finnair's customer-facing staff at the airport as well as the cabin crew



Photo: Atlas Air

Atlas Air and **Southern Air** have reached an agreement with the **International Brotherhood of Teamsters** (IBT) Locals 2750 and 1224 for an interim pay increase for their pilots. The ten percent pay increase is effective as of May 1. "We wanted to provide this interim increase to our pilots who are working so hard during this difficult time.

Reaching this agreement with our IBT Locals underscores our deep appreciation of the efforts of our pilots," said John W. Dietrich, President and Chief Executive Officer, Atlas Air Worldwide. "While we continue to manage through this current pandemic situation, we also remain focused on completing the joint collective bargaining agreement we have been pursuing in connection with the merger between Atlas Air and Southern Air." The company and the IBT have been in merger negotiations for a joint contract for the more than 2,200 pilots that fly for Atlas Air and Southern Air.



Aircraft taxiing with the TaxiBot at Schiphol Airport

Photo: IAI

Israel Aerospace Industries (IAI), with its partners **TLD** and **SAS**, is expanding its TaxiBot operation and deployment to additional airports: Schiphol in Amsterdam and Kempegowda International Airport (formerly known as Bangalore Airport) in India. With the COVID-19 crisis bringing the operations in airports to a near-halt, airports are using their time and space for testing various developments and ways to streamline their operations. The Amsterdam airport recently started a pilot of aircraft taxiing with the TaxiBot (taxiboting) to streamline the process. Kempegowda International Airport in India, is also testing the system in order to start operating in readiness for when the airport reopens after the COVID-19-related travel restrictions are lifted. The TaxiBot, which was developed by IAI's aviation group and TLD, is a semi-robotic vehicle which connects to the aircraft and is controlled by the pilot. It is used to taxi the aircraft (taxiboting) from the airport's gate bridge to the runway and back without turning on the airplane's jet engines. The taxiboting process saves 85% of the fuel burned during taxiing and similar savings in greenhouse gas emissions. Additional benefits of taxiboting include 60% noise reduction and a 50%-reduction of damage caused by foreign objects sucked into engines during taxiing. The TaxiBot streamlines an aircraft's entry and exit from the terminal area, saving around four minutes per departure during routine daily operation.

OTHER NEWS

will wear surgical masks. We decided to introduce this measure because the usage of masks is becoming more widespread and they protect passengers from possible droplet infection. When everyone wears a mask, we're able to protect each other. We recommend that customers acquire a mask that fits them already before their flight, pack as little as possible and check in online or with a mobile app – all of these reduce waiting times and contacts at the airport," Karhu added. "I'm confident everyone also understands that they won't be able to board a flight if there is the slightest suspicion of a Covid-19 infection or if they have respiratory symptoms." Finavia, the Finnish airport operator, has also introduced new measures at Finnish airports. Customer-facing employees at the airports now wear surgical masks, floor stickers mark social distancing rules at airports, customer service points are equipped with plastic shields and hand sanitizer is available in various locations. According to medical experts, an aircraft is not a particularly risky environment to get an infection due to the highly efficient air conditioning and filters that keep the air very clean.

SMEA has become the first air cargo airline to achieve the Republic of San Marino AOC certification, having satisfied the CAR OPS 1 requirements for the certification. SMEA extended its management services to cargo operations and started flying an A300-600R T7-ASK cargo aircraft towards the end of 2019. The company recently carried out 27 charter flights from China to Italy for transportation of important and much needed medical supplies.

Safran, the world's third-largest aerospace supplier has announced it is to cut its workforce in Mexico by 3,000 as the French company tries to deal with the fallout of the COVID-19 pandemic and its effect on the aerospace industry as a whole. Safran has two plants at Queretaro, Mexico, an industrial city which has become a hub for global manufacturing supply chains with a proliferation of export-focused factories. Safran has over 13,000 employees working in Mexico and confirmed that the paring back of numbers was a necessity in order to protect approximately 10,000 other jobs in the country. In emailed comments sent to Reuters news agency, a Safran spokesperson stated that: "We face a sharp drop in customer orders. Unfortunately, this situation is affecting our business and we must take steps to adapt to clients' requests. One of these steps is a reduction of the workload," the spokesperson added. Safran began notifying employees of its intentions as of the third week of April. "This tough step is proposed in order to preserve the longer-term existence of Safran in Mexico and to protect more than 10,000 jobs still active in the country," the spokeswoman said.



Photo: American expands cargo operations from 80 flights to 140 flights per week

American Airlines has expanded its cargo schedule in May to provide 140 weekly flights to 15 cities in Asia Pacific, Europe and the Caribbean, up from 80 flights last week. New destinations include daily flights between Dallas-Fort Worth (DFW) and Hong Kong (HKG); and weekly flights from DFW and Beijing (PEK); DFW Chicago (ORD) and Paris (CDG); ORD and London Heathrow (LHR); Philadelphia (PHL) and Rome (FCO); PHL and San Juan (SJU), and PHL and Zurich (ZRH).

This week the UK has announced a mandatory 14-day quarantine as part of its plans when easing its lockdown. There are few details about how long and under what conditions. Similarly, Spain announced a 14-day quarantine measures on arrival would be in place there until at least 24 May and possibly longer. **IATA's** Director General and CEO, Alexandre de Juniac said that international travel cannot re-start under



IATA Director General and CEO, Alexandre de Juniac

Photo: IATA

such conditions. In a recent survey that IATA did in 11 markets, 84% of travelers said that quarantine measures was one of their top concerns, and 69% essentially said that they would not return to travel under such conditions. De Juniac stated that: "Our top priority is to re-start this industry safely. We are proposing a series of measures that we believe will give governments the confidence to re-open their borders. It is a risk-based layered approach to biosecurity that needs to be coordinated globally. That's important. The arriving country must be confident of the procedures in place at the departing airport. And travelers will need the reassurance of common measures. In the risk-based layered system that we are proposing there are temperature checks and other measures at departure to keep symptomatic travelers from flying. And a robust government managed system of health declarations and rigorous contact tracing can manage the risk from asymptomatic travelers. We oppose quarantine measures because the combination of these measures, if well-implemented globally, can manage the risks." IATA is working with ICAO and other stakeholders to put in place an agreed risk-based layered system quickly to safely and efficiently restore global connectivity.

The **Brussels Airlines** management has presented its turnaround plan to the social partners. With the plan, the Belgian airline wants to pull the company out of the crisis that severely hit the financials of Brussels Airlines. At the same time, the airline focuses on structural profitability in order to enable solid growth. The carrier therefore needs to reduce its overall costs, increase efficiency and productivity. A sufficiently positive EBIT margin will allow the airline to secure its future, invest in its fleet and to further develop its hub at Brussels Airport. Furthermore, the Belgian home carrier will make sure to continue playing a pivotal role for the Belgian economy and to remain one of the core airlines within the Lufthansa Group. The main measures of the turnaround



Photo: Brussels Airlines

plan are: the review of the network by focusing on the market needs and by optimizing the route profitability, the adaptation of the fleet according to the network optimization: from 54 to 38 aircraft (-30%), and the reduction of the personnel costs by reducing the number of jobs by 25%. Together with the social partners, the number of forced redundancies will be reduced to a maximum extent. The reduction of overhead, operational costs and the increase of operational efficiency, among others, by improving productivity and further standardizing the fleet and the simplification of the employee reward set-up, aiming at remaining an attractive employer while controlling the future cost evolution. Brussels Airlines' intention is to investigate as many solutions as possible to limit the number of forced dismissals.



TUI

Photo: AirTeamImages

With the COVID-19 pandemic bringing international air travel to a standstill and millions of customers now demanding cash refunds for canceled trips **TUI**, the world's largest holiday company has begun what it sees as only the first round of redundancies as it announces 8,000 staff, approximately 10% of its workforce, are being laid off. Despite the fact the German government has already backed a €1.8 billion (US\$1.94 billion) loan, the UK government has refused to provide any financial assistance. The company is struggling under pressure from regulators to ensure that travel agents and airlines strictly adhere to all rules under threat of prosecution. TUI CEO Fritz Jousen said: "It will be a different TUI and it will find a different market environment than before the pandemic. This will require cuts: in investments, in costs, in our size and our presence around the world. We must be leaner than before, more efficient, faster and more digital."

Under current EU rules, airlines must refund customers within seven days and travel agents within a fortnight. Currently, customers with the likes of easyJet and Ryanair are facing a months-long wait for a refund. As airlines struggle, they are looking for the relaxing of certain customer-protection laws but the International Air Travel Association (IATA) and the Association of British Travel Agents (ABTA) are supporting amendments to the regulations and law. Rafael Schwartzman of IATA said carriers are deeply disappointed that the European Commission has refused to budge. He said: "Millions of jobs are at risk if airlines collapse. Action from the Commission now would safeguard consumer protection and help airlines through the current crisis."

INDUSTRY PEOPLE



Steve Hughes

- Inflite The Jet Centre, part of the Inflite group of companies, has appointed **Steve Hughes** as General Manager and CAMO of Excellence Aviation Services Limited & Excellence Aviation Limited, effective Monday May 4. Hughes brings a wealth of experience to his new role, providing leadership for the effective management of the Excellence Aviation businesses in delivering reliable, quality, services to its customers. He will work with the Excellence Aviation business, (the Bombardier MRO specialist acquired by Inflite in February 2019) to further develop the business.



Brett J. Hart

- Effective May 20, 2020, **Brett J. Hart**, Executive Vice President and Chief Administrative Officer, will be appointed President of United Airlines Holdings, a continuation of the company's leadership succession plan announced in early December, with current CEO **Oscar Munoz** transitioning to Executive Chair and current President **Scott Kirby** becoming CEO following the Annual Meeting of Shareholders on May 20, 2020. Since joining United in 2010, Hart has taken on a variety of significant strategic responsibilities for the company at critical moments – most notably in October 2015 when he served as interim CEO for six months while Munoz recovered from a heart transplant. Hart's promotion reflects United's commitment to leadership continuity and underscores the value of leveraging Hart's regulatory and strategic expertise, which complement Kirby's strong commercial acumen and industry experience.

- Vx Capital Partners (Vx) has announced the appointment of **Sean Sullivan** as its Chief Financial Officer. Sullivan, previously Head of Americas at AerCap, will oversee finance, accounting, and acquisitions. He

will lead Vx's efforts to raise private equity funds and expand its current focus on sale and leasebacks. Sullivan previously held senior positions at International Lease Finance Corporation, Allco Finance Group, and Bank of America Leasing and Capital.



Alexander Feuersaenger

Stephan Drewes

Philip Mende



Tim Butzmann

Michael Kirstein



Andreas Drosowski

Michael von Puttkamer

Photo: LHT

- Within the first half of 2020, the management of seven departments of Lufthansa Technik were newly appointed within the course of internal rotation. On February 1, Dr. **Alexander Feuersaenger** took over the management of the Fleet Services product division in Frankfurt. Since March 1, **Stephan Drewes** has been performing the dual functions of heading the IT Domain MRO department together with the Information Management Lufthansa Technik Group. On April 1, **Philip Mende** took over the position as head of the Digital Fleet Solutions product division. His successor as head of Engines Parts Repair and Mobile Engine Service" is **Michael Kirstein**. Also, on April 1, **Tim Butzmann** was appointed head of Corporate Sales Africa & Middle East. **Andreas Drosowski** has been heading Maintenance Europ" since April 1 and has also been appointed as new CEO of Lufthansa Technik Maintenance International. **Michael von Puttkamer** will become Head of Operations of the VIP & Special Mission Aircraft Services division on June 1.

- Boeing has appointed **Mike Delaney** to lead the company's Confident Travel

Initiative, effective immediately. Working across the industry, Delaney's team will work to develop new solutions to help minimize air travel health risks amid the COVID-19 pandemic and drive awareness of health safeguards already in place. Delaney brings 31 years of Boeing experience to the role, including previous executive leadership positions in airplane development and engineering, and currently serves as vice president of Digital Transformation at Boeing Commercial Airplanes. The Confident Travel Initiative team will work with airlines, global regulators, industry stakeholders, flying passengers, infectious disease experts and behavioral specialists to establish industry-recognized safety recommendations. The team is also advising operators on existing, approved disinfectants that are compatible with the airplane flight decks and cabins and testing other sanitizers.

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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
A319-100	DVB Bank	CFM56-5B63	3586	2008	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-100	DVB Bank	V2522-A5	2375	2005	Q3/2020	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A319-100	BBAM	CFM56-5B5/P	2129	2004	Apr 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A319-100	BBAM	CFM56-5B5	2249	2004	May 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A319-100	BBAM	CFM56-5B5/P	1362	2000	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A319-100	BBAM	CFM56-5B5/P	2251	2004	Mar 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A320-200	BBAM	V2527-A5	2587	2005	Jun 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A320-200	ORIX Aviation	CFM56-5B4/P	2584	2005	Q1/2021	Sale / Lease	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
A320-200	TrueAero Asset Management	V2527E-A5	5794		Nov 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	V2527E-A5	5531		Oct 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	V2527E-A5	5296		Aug 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	V2527E-A5	5089		Jun 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	V2527E-A5	5050		Jun 2020	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	V2527-A5	2401	2005	Now	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	TrueAero Asset Management	CFM56-5B4/3	3729	2008	Jan 2021	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A320-200	DVB Bank	V2527-A5	3734	2009	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-200	DVB Bank	V2527-A5	2164	2004	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-214	DVB Bank	CFM56-5B4/3	3767	2009	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-230	DVB Bank	V2527-A5	4552	2010	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A320-230	DVB Bank	V2527-A5	2395	2005	Q3/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A330-200	DVB Bank	CF6-80E	814	2007	Q4/2020	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
A330-200	GA Telesis	CF6-80E1A4	510	2002	Now	Sale	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
A330-200	Presidio Aircraft Leasing	CF6-80E1A3	871	2007	Now	Lease	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
A330-200	TrueAero Asset Management	CF6-80E1A4/B	882		Now	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-200	TrueAero Asset Management	CF6-80E1A4/B	901		Now	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-200	TrueAero Asset Management	CF6-80E1A4/B	932		Now	Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-200	TrueAero Asset Management	CF6-80E1A4	877	2007	Mar 2021	Sale / Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-200	TrueAero Asset Management	CF6-80E1A4	899	2008	Apr 2021	Sale / Lease	Ed Kokoszka	ekokoszka@trueaero.com	+1 772.663.2797
A330-223	Presidio Aircraft Leasing	PW4168A	970	2008	Now	Lease	Stephen Haire	shaire@aelfinc.com	+1 3127721613
A330-300	BBAM	Trent 772B-60	1562	2014	Sep 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A330-300	BBAM	Trent 772B-60	1609	2015	Mar 2021	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A330-300	BBAM	PW4168A	403	2003	Mar 2021	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
A330-300	DVB Bank	Trent 772B-6	1146	2010	Q4/2020	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	GA Telesis	CFM56-7B24	32903	2002	Now	Sale	Mauro Francazi	aircraft@gatelesis.com	+1-954-676-3111
B737-800	DVB Bank	CFM56-7B27	30654	2003	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	DVB Bank	CFM56-7B26E	40880	2012	Q1/2021	Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449
B737-800	ORIX Aviation	CFM56-7B26E	38034	2012	Q4/2020	Sale / Lease	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
B737-800	ORIX Aviation	CFM56-7B26	34153	2005	Q1/2021	Sale / Lease	Oisin Riordan	oisin.riordan@orix.ie	+353 86 335 0004
B737-800	BBAM	CFM56-7B20	32414	2002	Feb 2021	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
B737-800	BBAM	CFM56-7B20/3	35150	2009	Dec 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
B737-800	BBAM	CFM56-7B24	34899	2006	Jul 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
B737-800	BBAM	CFM56-7B26	28622	2000	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
B737-800	BBAM	CFM56-7B26	28595	1999	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
B737-900	BBAM	CFM56-7B26/3	34953	2007	Dec 2020	Sale / Lease	Steve Zissis	info@bbam.com	+1 415 486 6100
B777-300ER	Doric	GE90-115BL1	35592	2009	Q2/2021	Sale / Lease	Maurick Groeneveld	maurick.groeneveld@doric.com	+49 (0)69 247559931
B777-300ER	Doric	GE90-115BL2	36158	2009	Q2/2021	Sale / Lease	Maurick Groeneveld	maurick.groeneveld@doric.com	+49 (0)69 247559931
B777-300ER	DVB Bank	GE90-115B	37705	2009	Q1/2021	Sale / Lease	Jonathan Louch	aircraftsales@dvbbank.com	+44 207 256 4449

Regional Jet / Turboprop Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
CRJ-200LR	Regional One	CF34-3B1	8062	2006	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164
CRJ-700	Regional One	CF34-8C5B1	10205	2005	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164
D0328 Jet	Regional One	PW306B	3185	2001	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164
ERJ170-100LR	Regional One	CF34-8E5	17000123	2006	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164



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THE AIRCRAFT AND ENGINE MARKETPLACE

Regional Jet / Turboprop Aircraft (cont.)

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
ERJ-145LR	Regional One	AE3007A1	145304	2001	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164
ERJ-145LR	Regional One	AE3007A1	145331	2000	Now	Sale / Lease	Andre Boudreaux	Aboudreaux@regionalone.com	+1(305) 759-0670 Ext.164

Commercial Engines

Multiple Types	Sale / Lease	Company	Contact	Email	Phone
Multiple Engines GE / CFM / RB211	Now - Sale / Lease	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1(513)782-4272
AE3007 Engines	Sale / Lease	Company	Contact	Email	Phone
(3) AE3007A1P	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 786-623-3936
(1) AE3007A1	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	Ben Ferguson	Benjamin.ferguson@rolls-royce.com	+44 7807 969 372
CF34 Engines	Sale / Lease	Company	Contact	Email	Phone
CF34-8E5	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368
CF34-10E	Now - Lease				
CF34-8C	Now - Lease				
CF34-3B1	Now - Sale				
CF34-3A	Now - Sale / Lease				
(2) CF34-8C5B1	Now - Sale / Lease	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) CF34-3B1	Now - Sale / Lease				
(2) CF34-10E6	Now - Lease	DASI	Joe Hutchings	joe.hutchings@dasi.com	+1 954-478-7195
(3) CF34-10E	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CF34-8E5A1	Now - Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204x202
(1) CF34-8C5A1	Now - Lease				
(1) CF34-10E6	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
CF34-8E(s)	Now - Sale / Lease	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1 (513) 782-4272
CF6 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CF6-80C2B7F	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
(1) CF6-80E1A4B	Now - Sale / Lease				
(1) CFM56-5C4/P	Now - Sale / Lease	Castlake	Stuart MacGregor	stuart.macgregor@castlake.com	+442071906138
(2) CF6-80E1A3	Now - Lease	Presidio Aircraft Leasing	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
(1) CF6-80C2B1F (full QEC)	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaaviation.com	+1 786 785 0787
CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(2) CFM56-5B (all thrust levels)	Now - Sale / Lease	Contrail Aviation	Kevin Milligan	kevin@contrail.com	+1 949-933-0797
(2) CFM56-7B (all thrust levels)					
(1) CFM56-5C4	Now - Lease	Presidio Aircraft Leasing	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
(1) CFM56-5B4/P (full QEC)	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaaviation.com	+1 786 785 0787
(1) CFM56-7B26 (full QEC)	Now - Lease				
(2) CFM56-7B24/3	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) CFM56-5B4/3	Now - Lease				
(1) CFM56-5B6/P	Now - Lease				
(2) CFM56-5B4/P	Now - Lease				
(1) CFM56-7B22/3	Now - Lease				
(1) CFM56-5C	Now - Lease				
(1) CFM56-7B26/3	Now - Lease				



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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines (cont.)

(2) CFM56-5A	Now - Sale	GECAS Engine Leasing	Sherry Riley	engine.leasing@gecas.com	+1(513)782-4272
(1) CFM56-5B3/3	Now - Lease	Rolls-Royce & Partners Finance	Charlie Ferguson	charlie.ferguson@rolls-royce.com	+44-(0)7772224895
(2) CFM56-7B22	Now - Sale	CFM Materials	Jimmy Hill	jimmy.hill@cfmmaterials.com	+1-214-988-6670
(1) CFM56-7B26/E	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CFM56-7B24/E	Now - Lease				
(1) CFM56-5B3/3	Now - Lease				
(1) CFM56-5B4/3	Now - Lease				
(1) CFM56-7B22	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
(1) CFM56-7B26	Now - Sale / Lease				
(1) CFM56-5B4/P	Now - Sale / Lease				
(1) CFM56-5A3	Now - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
(2) CFM56-5B4/P	Now - Lease				
(1) CFM56-5C4/P	Now - Lease				
(2) CFM56-7B22	Now - Lease				
(2) CFM56-7B26	Now - Lease				
(2) CFM56-7B26/27	Now - Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
(2) CFM56-5B6/P	Now - Lease				
(1) CFM56-5B4/P	Now - Lease				
JT8D and JT9D Engines		Company	Contact	Email	Phone
(1) JT8D-219	Now - Sale	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com	1-954-249-7935
GE90 Engines		Company	Contact	Email	Phone
(1) GE90-115B	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(2) GE90-115	Now - Sale / Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
(1) GE90-115BL (Propulsor)	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
LEAP Engines		Company	Contact	Email	Phone
(2) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) LEAP-1A33	Now - Lease				
(1) LEAP-1A32	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) LEAP1A-32	Now - Lease	Rolls-Royce & Partners Finance	Charlie Ferguson	charlie.ferguson@rolls-royce.com	+44-(0)7772224895
PW 4000 Engines		Company	Contact	Email	Phone
(2) PW4168A	Now - Lease	Presidio Aircraft Leasing	Stephen Haire	shaire@aelfinc.com	+1 312 772 1613
PW Small Engines		Company	Contact	Email	Phone
(3) PW121	Now - Sale / Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
(1) PW123B/E	Now - Sale / Lease				
(3) PW127E/F/M	Now - Sale / Lease				
(1) PW150A	Now - Sale / Lease				
(1) PW123	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(3) PW150A	Now - Sale/Lease/Exch.				
(3) PW127M	Now - Sale/Lease/Exch.				
PW119B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368
PW119B	Now - Lease				
PW120A	Now - Lease				
PW121 (ATR)	Now - Lease				
PW124B	Now - Lease				
PW123B	Now - Lease				
PW125B	Now - Lease				
PW127F	Now - Lease				
PW150A	Now - Lease				
PW127M	Now - Lease				
PW150A RGB	Now - Lease				
(1) PW124B	Now - Sale/Lease/Exch.	Logix.Aero	Jean-Christian Morin	jcmarin@logix.aero	+33.6.4782.4262
(2) PW127E/F	Now - Sale/Lease/Exch.		Remi Krysz	rkrysz@logix.aero	+33.6.2079.1039
(4) PW127M	Now - Sale/Lease/Exch.				
(1) PW118	Now - Lease / Exchange				
(1) PW118A	Now - Lease / Exchange				
(1) PW119B	Now - Lease / Exchange				
(1) PW121	Now - Lease / Exchange				
(1) PW121A	Now - Lease / Exchange				
(1) PW125B	Now - Lease / Exchange				
(1) PW120 / PW121	Now - Sale / Lease	Royal Aero	Calum MacLeod	calum@royalaero.com	+49 8025 993610

THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines (cont.)

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW120A	Now - Sale / Lease	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) PW120	Now - Sale/Lease/Exch.				
(1) PW123E	Now - Sale/Lease/Exch.				
(4) PW126	Now - Sale/Lease/Exch.				
(1) PW121	Now - Sale/Lease/Exch.				
Trent Engines	Sale / Lease	Company	Contact	Email	Phone
(1) Trent 772B	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	Ben Ferguson	Benjamin.ferguson@rolls-royce.com	+44 7807 969 372
V2500 Engines	Sale / Lease	Company	Contact	Email	Phone
(2) V2533-A5	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	Ben Ferguson	Benjamin.ferguson@rolls-royce.com	+44 7807 969 372
(2) V2533-A5	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) V2530-A5	Now - Lease				
(2) V2527-A5	Now - Lease				
(1) V2527E-A5 (full QEC)	Now - Lease	FTAI Aviation LLC	Tom McFarland	tmcfarland@ftaaviation.com	+1 786 785 0787
(2) V2527-A5	Now - Sale / Lease	Magellan Aviation Group	Bill Polyi	bill.polyi@magellangroup.net	+1 (704) 504 9204 x202
(1) V2533-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) V2527-A5	Now - Sale / Lease	GA Telesis	Eddo Wiejer	ewiejer@gatelesis.com	+1-954-676-3111
(2) V2533-A5	Now - Lease	TrueAero Asset Management	Ed Kokoszka	ekokoszka@trueaero.com	+1 772 925 8032
(1) V2527E-A5	Now - Lease				
(1) V2527-A5	Now - Lease				

Aircraft and Engine Parts, Components and Misc. Equipment

Description		Company	Contact	Email	Phone
(1) A320-200 Landing Gear	Now - Sale/Lease/Exch.	TrueAero, LLC	Matt Parker	mparker@trueaero.com	+1 469-607-6110
A340-300/A330 Landing Gear	Now - Sale/Lease/Exch.				
A340-600 Landing Gear	Now - Sale/Lease/Exch.				
B777-200 Landing Gear	Now - Sale/Lease/Exch.				
Trent 552 Inlet Cowls & Fan Cowls	Now - Sale/Lease/Exch.				
Trent 892 Inlet Cowls and Fan Cowls	Now - Sale/Lease/Exch.				
CFM56-5B Inlet Cowls and Fan Cowls	Now - Sale/Lease/Exch.				
V2500-A5 Inlet Cowls & Fan Cowls	Now - Sale/Lease/Exch.				
CF6-80E Trust Reversers, Inlets & Fan Cowls	Now - Sale/Lease/Exch.				
APUs (2) APS2300	Now - Sale/Lease/Exch.				
APUs (2) GTCP331-500B, (1) APS3200	Now - Sale/Lease/Exch.				
Neutral CFM56-7B QEC Kit	Now - Sale	CFM Materials	Michael Arellano	Michael.Arellano@cfmmaterials.com	+1-214-988-6676
Landing gear shipsets	Now - Sale	GA Telesis		landinggearsales@gatelesis.com	
737-800, 777, A320, A330					
767-300ER 413K, 737-300 LANDING GEAR	Now - Sale/Lease/Exch.	AZURE RESOURCES INC.	Jeff Young	jeff@azureres.com	1-954-249-7935
GTCP85-98DHF APU	Now - Sale/Lease/Exch.				
A320 Nose Landing Gear	Now - Sale/Lease/Exch.				
CFM56-3 LPT MODULE, REPAIRED	Now - Sale/Lease/Exch.				
CFM56-3 ENGINE STAND	Now - Lease				
(1) GTCP36-150RJ, (2) GTCP36-100M,	Now - Sale/Lease/Exch.	Regional One	Miguel Bolivar	mbolivar@RegionalOne.com	+1 (786)-623-3936
(1) RE220RJ, (1) PW126 RGB, (1) PW901A					
(1) APS1000-C12, (1) APS1000-C3					
GTCP131-9A (2), GTCP131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
GTCP331-200, GTCP331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
TSCP700-4E	Now - Sale				
(1) PW901A APU	Now - Sale	Royal Aero	Gary MacLeod	gary@royalaero.com	+44 (0)141 389 3014
Neutral V2500-A5 QEC Kits (2) 745K9001-64	Now - Sale	ASI Aero	Dean Morgan	deanm@asiaero.net	+1 561-771-4253
(1) GTCP131-9B	Now - Sale / Lease	DASI	Chris Glascock	Chris.Glascock@dasi.com	+1 954-801-3592
(2) GTCP131-9A, (1) GTCP131-9B, (1) GTCP331-350		GA Telesis		apu@gatelesis.com	+1-954-676-3111
(1) GTCP331-200ER, (1) APS3200, (1) GTCP331-500					
Engine stands: CF6-80C2, CFM56-5, CFM56-7, PW4000				stands@gatelesis.com	
GTCP131-9A, GTCP131-9B, GTCP331-350C	Now - Sale/Lease/Exch.	Logix Aero	Jean-Christian Morin	jcmorin@logix.aero	+33.6.4782.4262
GTCP331-500B, GTCP331-200/250, APS5000					
APS3200, APS2300					
(1) APU GTC131-9A, (1) APU GTC131-9B	Now - Sale / Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
Engine stands now available	Now - Lease				
(2) PW901A, (1) PW901C(1), PW125B RGB	Now - Lease	Lufthansa Technik AERO Alzey	Kai Ebach	k.ebach@lhaero.com	+49-6731-497-368